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STANDARD

WEEKLY SUMMARY

ON REQUEST

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FREDERIC H. HATCH & CO.

Phone 1099 to 1010 John 35 Wall St., N. Y.

SINKING FUND NOTICE

KNICKERBOCKER ICE COMPANY

First Mortgage Five Per Cent Gold Bonds due July 1, 1918, secured by the property of the company, dated July 1, 1911.

SINKING FUND NOTICE

ROXNE IRON COMPANY

Six Per Cent Gold Bonds due January 1, 1923, secured by Mortgage dated Jan. 2, 1908.

SINKING FUND NOTICE

LEONARD SENDER & Co.

Notice is hereby given that the first mortgage referred to in the above described bonds and interest thereon, which was secured by the property of the company, dated July 1, 1911, will receive a partial payment for the sum of one hundred and one hundred and one hundred dollars.

DISOLUTION NOTICE

LEONARD SENDER & Co.

Notice is hereby given that the partnership between the firm known as "Leonard Sender & Co." doing business at 115 Broadway, New York City, in which Leonard Sender and Frederick H. Pinkney were general partners and James H. Curtis was special partner, has been dissolved.

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STEEL DISTRIBUTION VERY SATISFACTORY

Preference List Taking Place of Rapidly Disappearing Priority Orders.

AIDS BUYING AND SELLING

Government Contemplates the Building of 400,000 More Freight Cars.

Special Despatch to THE SUN. PITTSBURGH, July 21.—The distribution of steel by the mills in a very satisfactory manner, now that the owners and manufacturers understand the new regulations of the War Industries Board. Priority orders have been the bane of the producers, but they are fast disappearing and their place taken by the preference list, which simplifies the whole proceeding of buying and selling. Some changes have been made as to the furnishing of the branches with crude steel, the wire rod mills having been kept down to 60 per cent of their capacity, while the sheet mills were not much better off. The War Industries Board will give these two departments of the industry more material, and will operate at greater capacity. A new estimate of the Government's needs for war

purposes has been given out by the War Industries Board which is higher than expected, 30,000,000 tons of steel for the second half of the year. Lately the rate of production has been about 3,000,000 tons a month, and the manufacturers are skeptical of the war steel activities being able to consume the amount announced as needed by the board. It is likely enough that some of this steel will be kept over until the early part of next year. The merchant mills are working full capacity in the sections of the industry nearest to war work according to the usefulness of their product. The production of half a million tons a month, producing half a million tons a month.

More Freight Cars to Be Ordered. Some time ago it was announced that the Government had given orders for 100,000 freight cars, and this week comes the news that an order for 400,000 more is coming very soon. The steel will be used on domestic roads, as well as some for the American railroad in France and also French roads. These orders will be placed where steel is left after the war is over. These orders have been attended to. Pittsburgh steel men do not believe the report coming out of Washington that the War Industries Board is contemplating the building of additional steel mills, as they say the operation would take too long a time to do any good in winning the war, besides taking a lot of material and labor that is needed elsewhere in the turning out of material to be sent to the front.

Alloy Market Quiet. The market for both ferromanganese and spiegeleisen is quiet. While both alloys are scarce the inquiry that comes out occasionally is usually satisfied. Ferromanganese continues to be sold at \$250 delivered for 70 per cent, with \$4 a unit additional for higher manganese contents. There have been no recent reports of the committee and being shaded, and it is not regarded as proper that it should be shaded when there is a general effort to promote the consumption of 70 per cent material for shading of the extra would tend to encourage the use of the higher alloy. Spiegeleisen is fairly well established on a basis of \$75 a unit, with a premium of 75 cents for the extra 10 per cent. For a while after the advance from \$70 consumers were indispensed to pay the higher price except for early deliveries, but now the market is fairly uniform at \$75 irrespective of delivery.

The Carbon Steel Company reports for the third quarter of 1918 a net profit after all taxes and adjustments are paid of \$10,438,737; dividend reserve, \$4,476,750; surplus, \$37,428,127; net assets, \$2,944,917; profit and loss, \$2,973,649.

Brig.-Gen. Clarence C. Williams and other Government ordnance officers were here today to confer with the War Industries Board. It is said that one order placed was for tool steel and rifle barrels, and it is understood that

the Crucible Steel Company of \$15,000,000 to receive business worth \$15,000,000. The committee has a number of manufacturers of the United States have named a committee to confer with Government representatives to make a study of the production of articles which they manufacture. The committee is headed by Charles J. Graham of the Graham Nut Works Company, Pittsburg, and the presiding officer is N. J. Clarke of the Upon Nut Company. The main work of the committee is to get priority orders so as to keep pace with the shipping industry and the needs of an increasing army. A change in railroad was urged in order to get a cheaper carrying rate to plants requiring these products. The committee and the Government officials will work out the problems in a few weeks that will insure better deliveries and consumption in these products.

This week the American Sheet and Tinplate Company has had the remarkable experience of operating every one of its 24 plants, although it was quite uncertain how long this perfect score will continue. Operations in general in the past three months have been running at 95 per cent until the war was and this has been about the percentage with the independent mills, of which the total is 260, there being an even 500 mills altogether, not counting a plant recently established and about to begin operating.

TOTAL SALES FOR WEEK IN NEW YORK STOCK EXCHANGE

Week Ended July 20, 1918.

Transactions for week... 2,285,042 3,297,763 2,109,872 January 1 to date... 78,840,138 110,880,600 91,221,879

Trans.	High	Low	Close	1918	1917	1916	1918	1917	1916
18 11	3600	Advance Rumely	16 1/2	18 1/2	17 1/2	17 1/2	18 1/2	17 1/2	17 1/2
45 1/2	25 1/2	3100	Advance Rumely pf.	40	45 1/2	45	45	45	45
65 1/2	59 1/2	1900	Ajax Rubber	64	65 1/2	63 1/2	64	63 1/2	63 1/2
10 1/2	10 1/2	1000	Alaska Gold Mining	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
3 1/2	1 1/2	19700	Alaska Juneau G. M.	1 1/2	2 1/2	1 1/2	2 1/2	1 1/2	1 1/2
27 1/2	17 1/2	10000	Allis-Chalmers Mfg.	33	34 1/2	31 1/2	34	31 1/2	31 1/2
96 1/2	72 1/2	700	Allis-Chalmers Mfg. pf.	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
10 1/2	10 1/2	800	Am Agrie Cheml. pf.	91	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
89 1/2	89 1/2	100	Am Agrie Cheml. pf.	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
84	64	800	Am Beet Sugar	67	68	66	68	66	66
60 1/2	34 1/2	31200	Am Can	47 1/2	48 1/2	45 1/2	48	45 1/2	45 1/2
97 1/2	89 1/2	800	Am Can pf.	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
87 1/2	87 1/2	9000	Am Car & Foundry	84 1/2	84 1/2	85 1/2	84 1/2	85 1/2	85 1/2
110 1/2	106 1/2	700	Am Car & Foundry pf.	109 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
110 1/2	106 1/2	700	Am Car & Foundry pf.	109 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
43 1/2	25 1/2	3000	Am Cotton Oil	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
20 1/2	12	8100	Am Hide & Leather	18 1/2	19 1/2	18 1/2	19 1/2	18 1/2	18 1/2
82 1/2	50 1/2	4000	Am Hide & Leather pf.	76	80 1/2	75 1/2	79 1/2	74 1/2	74 1/2
35 1/2	11 1/2	3500	Am Ice	31	33 1/2	30 1/2	33 1/2	30 1/2	30 1/2
53 1/2	38 1/2	300	Am Ice pf.	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2
58 1/2	52 1/2	6500	Am International Corp.	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
42 1/2	27 1/2	6200	Am Linedee Co.	45 1/2	45 1/2	40 1/2	45 1/2	40 1/2	40 1/2
81 1/2	69 1/2	1700	Am Linedee Co. pf.	79 1/2	80 1/2	79 1/2	80 1/2	79 1/2	79 1/2
71 1/2	59 1/2	6250	Am Locomotive	64 1/2	64 1/2	63 1/2	64 1/2	63 1/2	63 1/2
10 1/2	10 1/2	100	Am Mailing	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
56 1/2	73	12500	Am Smelt & Ref. pf.	76 1/2	80 1/2	78 1/2	79 1/2	78 1/2	78 1/2
107 1/2	103 1/2	700	Am Smelt & Ref. pf.	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
94 1/2	89 1/2	100	Am Smelt, Sec. A.	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
100 1/2	89 1/2	2100	Am Smelt, Sec. B.	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
116 1/2	108 1/2	700	Am Sugar	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
145 1/2	140 1/2	16500	Am Sumatra Tobacco	142 1/2	143 1/2	143 1/2	143 1/2	143 1/2	143 1/2
95 1/2	89 1/2	200	Am Sumatra Tobacco pf.	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
60 1/2	51 1/2	500	Am Tel. & Cable	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2
109 1/2	95 1/2	5310	Am Tel. & Cable	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
170 1/2	140 1/2	200	Am Tobacco	160 1/2	160 1/2	160 1/2	160 1/2	160 1/2	160 1/2
60 1/2	44 1/2	9225	Am Tobacco pf. new	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2
95 1/2	92 1/2	500	Am Woolen	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
31 1/2	20 1/2	2100	Am Writing Paper pf.	27 1/2	28 1/2	26 1/2	27 1/2	26 1/2	26 1/2
21 1/2	12 1/2	7400	Am Zinc, Lead & Smelt	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
71 1/2	59 1/2	400	Am Zinc, Lead & Smelt pf.	52 1/2	52 1/2	51 1/2	52 1/2	51 1/2	51 1/2
15 1/2	12 1/2	51550	Anaconda Copper ex div.	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2
88 1/2	81 1/2	200	Associated Dry Goods	85 1/2	85 1/2	84 1/2	85 1/2	84 1/2	84 1/2
95 1/2	89 1/2	200	Atch. Top & Santa Fe	85 1/2	85 1/2	84 1/2	85 1/2	84 1/2	84 1/2
120 1/2	97 1/2	2200	Atch. Top & Santa Fe pf.	103 1/2	103 1/2	101 1/2	103 1/2	101 1/2	101 1/2
65 1/2	58 1/2	300	Atch. Top & Santa Fe pf.	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2
101 1/2	96 1/2	99400	Baldwin Locomotive Wks.	97 1/2	97 1/2	94 1/2	97 1/2	94 1/2	94 1/2
75 1/2	63 1/2	750	Baltimore & Ohio	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2
95 1/2	85 1/2	200	Baltimore & Ohio pf.	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
102 1/2	99 1/2	700	Barrett Co.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
95 1/2	74 1/2	400	Bethlehem Steel	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
106 1/2	96 1/2	2250	Bethlehem Steel & P. pf.	105 1/2	105 1/2	104 1/2	105 1/2	104 1/2	104 1/2
95 1/2	72 1/2	62200	Bethlehem Steel & P. pf.	80 1/2	84 1/2	79 1/2	80 1/2	79 1/2	79 1/2
48 1/2	35 1/2	4800	Brooklyn Rapid Transit	39 1/2	40 1/2	39 1/2	40 1/2	39 1/2	39 1/2
35 1/2	27 1/2	100	Brooklyn Rapid Transit pf.	27 1/2	27 1/2	26 1/2	27 1/2	26 1/2	26 1/2
27 1/2	21 1/2	21100	Booth Fisheries	27 1/2	27 1/2	26 1/2	27 1/2	26 1/2	26 1/2
16 1/2	6 1/2	100	Burns Term & R. R.	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
134 1/2	105 1/2	300	Burns Bros.	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2
10 1/2	8 1/2	400	Butte & Superior Copper	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
12 1/2	8 1/2	2770	Butte & Superior Copper pf.	11 1/2	12 1/2	11 1/2	12 1/2	11 1/2	11 1/2
33 1/2	16 1/2	500	California Packing Co.	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2
45 1/2	36 1/2	400	California Packing Co. pf.	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2
21 1/2	17 1/2	800	California Petroleum	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
150 1/2	135 1/2	4900	Canadian Pacific	147 1/2	146 1/2	144 1/2	146 1/2	144 1/2	144 1/2
41 1/2	26 1/2	600	Central Foundry	35 1/2	35 1/2	34 1/2	35 1/2	34 1/2	34 1/2
103 1/2	91 1/2	100	Central Foundry pf.	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
53 1/2	41 1/2	8500	Central Leather	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2
107 1/2	102 1/2	700	Central Leather pf.	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
35 1/2	29 1/2	1900	Cerro de Pasco Copper	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2
38 1/2	33 1/2	100	Cerro de Pasco Copper pf.	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
95 1/2	88 1/2	1900	Chandler	88 1/2	88 1/2	84 1/2	88 1/2	84 1/2	84 1/2
60 1/2	49 1/2	2200	Chesapeake & Ohio	57 1/2	56 1/2	57 1/2	56 1/2	57 1/2	56 1/2
83 1/2	6 1/2	200	Chicago G. W. Western	8					